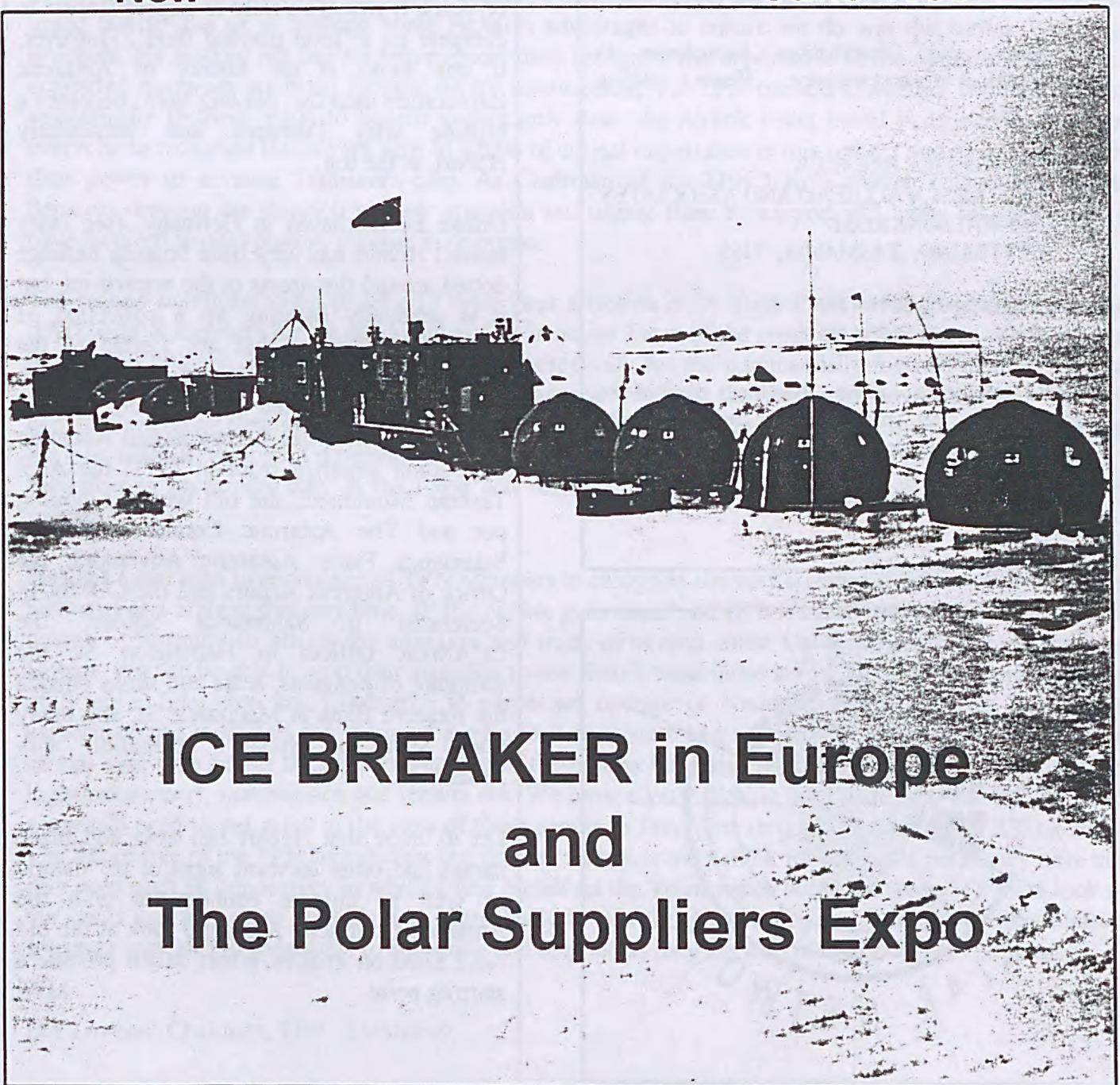


ICE BREAKER

No.7

June 1999



**ICE BREAKER in Europe
and
The Polar Suppliers Expo**

ICE BREAKER

ICE BREAKER is published independently by Malcolm Wallhead and Associates as a quarterly magazine covering Tasmanian Polar and Southern Ocean related topics.

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EDITORIAL

A recent return visit to some of the polar research institutes in Europe and the towns and cities where they are based, urged me to look upon Hobart from a visitor's point of view: what Hobart has achieved so far, what is lacking and what it can achieve in the near future.

With the Northern Hemisphere boasting the oldest learned civilisations in the world, with continuous histories spanning many thousands of years, it would be folly to expect Hobart to compete on a 'level playing field'. However, if one looks at the history of Antarctic Exploration then the 'playing field' becomes a hillside with Tasmania and particularly Hobart, at the top.

Unlike Bremerhaven in Germany, (see story inside) Hobart has very little boating heritage dotted around the streets or the waterfront, but it is gradually building up a collection of Antarctic reminders that are visible to the passing public. These include the Stephen Walker sculpture sited just outside Victoria Dock where Mawson's Australasian Antarctic Expedition departed from in 1911; the Abel Tasman Monument, the old whaler's boiling pot and The Antarctic Connection all in Salamanca Place; Antarctic Adventure, the Office of Antarctic Affairs and the COMNAP Secretariat in Salamanca Square; the CCAMLR Offices in Harrington St; the sculpture of penguins, seals and skuas outside the Reserve Bank in Macquarie St; and many other signs of Hobart's affiliation with Antarctica.

Let us hope that Hobart can now add place names and other outward signs of its historic as well as modern connections with the Antarctic Continent. A second look at the old No.1 Shed on Princes Wharf might provide a starting point.

MW

PETER HODGMAN WRITES

A busy schedule of Antarctic related matters has been achieved over the last few months and the bipartisan arrangement continues for the betterment of Antarctic affairs in Tasmania.

I have attended meetings with the Tasmanian Polar Network and recently had a meeting with the Premier, Hon Jim Bacon, MHA to discuss Government policies which I really appreciated.

The recent workshop addressed a series of priorities which really do provide the backbone for a strategy plan. It is important that the Polar Network prioritizes the matters resolved at that workshop and regularly address them. I also believe the Network needs to strongly market those issues to the Tasmanian community to keep them aware of the importance of Antarctic related opportunities.

We hear so much of other industries benefiting the State and from time to time I believe we need to do more about the community awareness of the Tasmanian Polar Network's activities. This is a \$100m industry, which is the same value to the State as the Atlantic salmon and wine industry.

As an industry it really is a major employer providing economic benefits to the State and I believe we need to promote that fact a lot more.

I wish all Tasmanian Polar Network members the very best and I am always available to discuss any matters that are of concern.

**Peter Hodgman MHA
Shadow Minister for Antarctic Affairs**

EDITOR'S NOTE

Peter Hodgman's continued efforts in supporting both ICE BREAKER magazine and the Tasmanian Polar Network are greatly appreciated by us all.

Unfortunately, there was no response to our request for a comment from the Minister for Antarctic Affairs, Premier Jim Bacon for inclusion in this issue of ICE BREAKER.

Also, many of our usual contributors are currently out of Tasmania, most of them at the Antarctic Treaty Consultative Meeting in Lima, Peru. However, ICE BREAKER magazine was fortunate enough to receive contributions from the Scott Polar Research Institute in Cambridge, England, and these have been included in this Issue.

TPN CORPORATE IMAGE DEVELOPMENT

The Tasmanian Polar Network committee have now authorised the production of header boards for use on their display stands.



The header boards have a rich, deep blue boarder and cross lines, with black lettering and a red map of Tasmania with black outline.

Quotations were obtained to compare the costing difference between a computer printed product and the silk screened equivalent. The computer generated version could not produce the crisp finish required for the image and would have cost more than three times the price of silk screen printing!

Printing of the header boards is now completed and they will be fitted to the display stands as soon as possible ready for use.

A revised decal for use on members name tags, and a larger identical version for display board identification is still at the detailing stage. However, the design is shown on the editorial page (inside front cover). The colour scheme for this decal is also blue and red with black writing, but the map of Tasmania is grey to set it off from the background.

POLAR NEWS

GONDWANA SAND

Recent research shows 250 million-year-old grains of sand were swept up by a massive river, perhaps 2000 kms long, from the centre of Antarctica and washed across Australia during the time the super-continent called Gondwana existed. Sand was deposited in the Sydney Basin, compressed into sandstone, eroded and then dumped on beaches along the east coast of Australia. It is likely that a similar waterway deposited sand in Western Australia but this has not yet been researched. Evidence of the eastern distribution of sand has been gathered by examination of the mineral zircon and samples were analysed by the Australian-built SHRIMP, a sensitive high resolution ion microprobe.

TPN ON UK DATABASE

The Royal Geographical Society in London, UK has an Expedition Advisory Centre with a database of available equipment for all kinds of expeditions. General information about TPN goods and services was supplied to the RGS recently, but any Tasmanian businesses interested in potentially extending the market for their products are encouraged to send brochures and information to the RGS for inclusion on the database as well.

Contact Address: 1 Kensington Gore,
London SW7 2AR, UK.
Telephone : 0011 44 171 591 3000
Fax : 0015 44 171 591 3001
E-mail : info@rgs.org
Website : www.rgs.org

ANTARCTIC CRC NEWS

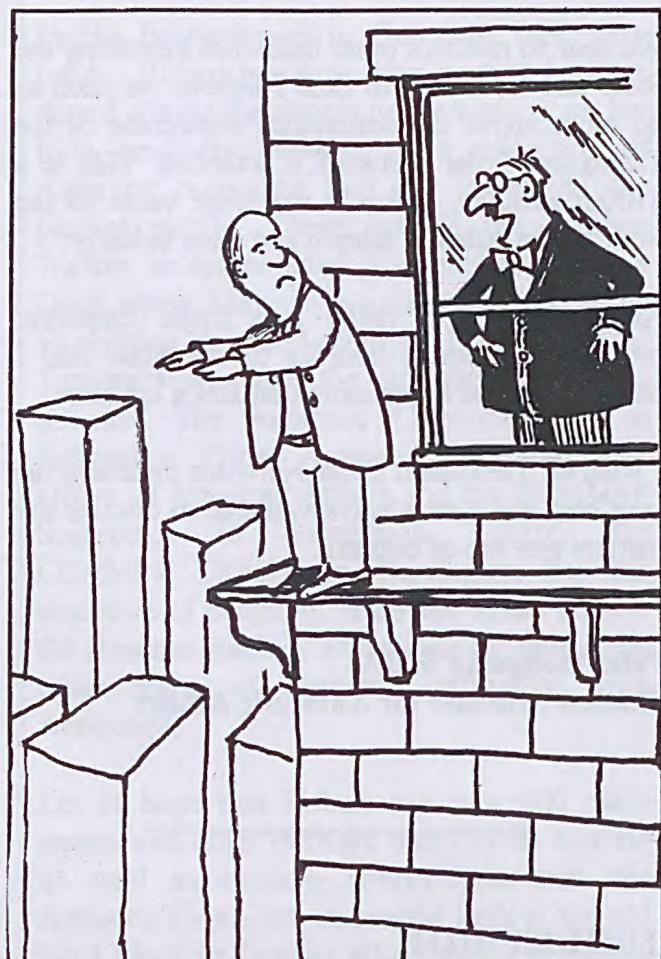
IASOS celebrated its 10th Anniversary with a party last month, and Premier Jim Bacon, who is also the Minister for Antarctic Affairs, visited the CRC on May 25th.

The CRC hosted an international meeting from May 24-28 to discuss the Sub-Antarctic Zone (SAZ) Project, and Professors Garth Paltridge and Bill Budd will travel to Japan in June to discuss possible scientific collaboration on climate research.

MP

GOVERNMENT DELEGATION TO LIMA

Tony Hughson, Director of the Office of Antarctic Affairs and Dr Tony Press, Director of the Australian Antarctic Division, were among a group of Tasmanian and Commonwealth Government officials who attended the recent Antarctic Treaty Consultative Meeting in Lima, Peru. Other TPN members attending included Jack Sayers of the COMNAP Secretariat and Hugh Hutchinson, the Bureau of Meteorology's Regional Director for Tasmanian and Antarctica.



**"When you land on my car Mr Carter,
you're fired!"**

IT'S ON - IT'S FREE

THE POLAR SUPPLIERS EXPO

The Tasmanian Polar Network has been given the authority by the Australian Antarctic Division to hold its Polar Suppliers Expo in the Division's Headquarters at Kingston on Tuesday the 29th of June 1999. It will be open for the Division's staff to visit between 10am and 4pm. Set-up time for participants will be between 9am and 10am and clean up afterwards between 4pm and 4-30pm. (N.B. Doors Auto-lock shortly after this time.) This is an in-house Trade Show and will not be open to the public.

The Expo will encourage a total attendance by Antarctic Division staff throughout the day to enable all of them to become acquainted with the full range of products and services available through the Tasmanian Polar Network. (This means a possible average attendance of more than 40 A.A.D. personnel per hour.) At the same time the Expo will provide the participating members with the opportunity to meet with, and discuss their abilities with, those members of the A.A.D. staff who are not normally accessible.

It is hoped that all TPN members will take part in this unique opportunity and so present the fullest range of products and services available from Network sources. In this way a successful Expo will result in Antarctic Division personnel being able to readily purchase products locally, from known suppliers, instead of out-sourcing to other states or overseas.

The original concept for the Polar Suppliers Expo came from Anthea Wallhead of the TPN after she had attended some "Meet The Buyers" exhibitions in Hobart. In these "Meet The Buyers" displays there appeared to be a tendency on the part of the buyers to advertise for products that they had used previously and to not allow for alternative products or services. This left little room for improvements or innovation. Anthea felt that a reversal of this situation, a "Meet The Suppliers" Expo would allow potential purchasers to discover new products, improved designs and innovative solutions to their requirements.

This first Polar Suppliers Expo has taken 2 years to reach fruition and has involved much effort not only from Anthea Wallhead but also from Debra Hill (O.A.A.), Jim Playsted and Bill Lawson and others of the TPN, as well as co-operation from the Australian Antarctic Division management and personnel.

Because private enterprise will be encroaching on Government property, the organisers of the Expo intend to keep all displays as simple as can be consistent with the successful transfer of information. A single table with chairs will be provided for each firm to display their brochures, information sheets and small samples, and if any vertical display space is required then it will be up to each individual to supply their own single display board for this purpose. (N.B. There will be no space for formal display booths at this Expo.)

Prior to the Expo, the organisers will try to match up Australian Antarctic Division requirements with potential TPN suppliers so that some ground work can be laid before the day of the presentation. All Tasmanian Polar Network members have been notified of the event and those who wish to participate will be sent a questionnaire to complete detailing their products or services, both their well known as well as their lesser known abilities. For example, some of the firms involved in polar activities are so well known for a single product or service that they can be ignored when a different product or service is being searched for. This presentation will provide the ideal opportunity to redress this situation, especially now that there is the very real probability of the East Antarctic Air Link becoming a reality and so providing

continued next page

room for a range of products and services previously not required. In addition to existing abilities, any firm ready to advertise its willingness to work co-operatively with Division personnel to develop new products, or make prototypes, or make modifications to products, or to do small production runs or one-offs of specifically designed, limited need items would be at an advantage.

For Antarctic Division personnel, this Expo should give staff the opportunity critically examine the supplies that they need, and to decide whether or not they are fully satisfied with what they receive and the time that they have to wait to receive it, and then to determine whether Tasmanian Polar Network members can supply them equally well or even better.

Anyone needing further information about the Polar Suppliers Expo should E-mail the TPN secretary on lrowbottom@oaa.tas.gov.au at the Office of Antarctic Affairs, or they can fax Anthea Wallhead on (03)6267 4335.

IMPORTANT NOTE: - THIS EXPO MUST NOT BE CONFUSED WITH THAT OTHER IMPORTANT EVENT, ISCORD 2000. THE POLAR SUPPLIERS EXPO IS HAPPENING THIS MONTH, (JUNE, 1999) WHEREAS ISCORD 2000 IS OCCURRING AT THE END OF JANUARY NEXT YEAR, (2000).

AIR TRANSPORT SYSTEM SCOPING STUDY

The Australian Antarctic Division recently advertised for ideas from organisations and individuals to provide material for a scoping study of options to establish an air transport link between Australia and its Antarctic Stations. Submissions closed on 20 April 1999, and the AAD received over 30 replies, 15 of which are being further examined to form the basis of the scoping study. This comprehensive study, including costings, will be sent to the Federal Government by 31 July 1999, so that the viability of an Antarctic air transport link can be considered.

An Air Transport Task Force led by Kim Pitt, (head of the Expedition Operation branch,) has been established within the Antarctic Division. The other members of the Task Force are James Shevlin of the office of the Federal Minister for the Environment, and Dr Joe Johnson of the AAD.

These last two Task Force members along with Dr Tony Press, attended the Tasmanian Polar Network's meeting in April to brief members on the significance of the scoping study and to encourage them to submit ideas and information about their capabilities for the study. Several TPN members sent in information for consideration by the AAD, and also completed a scoping study questionnaire. Tony Hughson of the Office of Antarctic Affairs, included these responses in a combined TPN/Tasmanian Government submission to the AAD reinforcing Hobart's existing infrastructure and TPN members' competence and readiness to contribute to the Air Transport System.

POLAR NEWS

TOOTHFISH TROUBLES

Australia's chartered surveillance vessel, the Cape Grafton, appears to have succeeded in warning off fishing boats intent on catching Patagonian Toothfish around Heard Island, although illegal fishing is still being carried out in international waters. Surveillance by the Cape Grafton and Greenpeace's Arctic Sunrise shows several ships are persistent in their attempts to fish in protected waters, despite the imposition of fines and vessel confiscations.

ISOFISH's recently published newsletter and a report on countries involved in illegal fishing is now available from ISOFISH's co-ordinator in Hobart or www.isofish.org.au/news/reports.htm

ICY TORCHERS

Olympic Torch Relay Nomination Forms were e-mailed to Antarctic research stations in March this year and the Mercury received several responses from expeditioners keen to take part. Dr Robert Sharp, medical officer, and Phil Berry, maintenance plumber, both replied from Macquarie Island while Nick Mortimer, physics equipment maintenance officer and Colin Blobel, meteorological observer, responded from Mawson base.

ANTARCTIC PLACE NAME

In a Letter to the Editor of the Mercury on April 17 this year, Jennifer Trethewey, General Manager of Antarctic Adventure called for community and business support for naming and establishing a place on the city waterfront which clearly acknowledges Hobart's important role in nearly a century of Antarctic exploration. ICE BREAKER supports this idea wholeheartedly and hopes readers will contact Jennifer to further promote this cause and ensure a suitable site is established.

CSIRO EXPANSION

The warehouse at CSIRO's Hobart Division of Marine Research is being redeveloped and extended to provide more office space but more significantly, provide accommodation for the Australian Fish Reference Collection, a vital resource for the identification of fish which is at present housed at a variety of sites.

AURORA PRIZE

A competition to find the best photograph of the Southern Aurora has been launched to raise funds for a new observatory at Dover District High School. During the day it will be an essential part of the science curriculum, and in the evenings the observatory will be developed for use by the community and tourists.

Organised by Gordon Patston, a retired English-born astronomer and founder of the Dover Astronomers, the competition coincides with the 11-year cycle of Aurora Australis or Southern Lights, which are created by the effect of solar winds touching the Earth's magnetic field.

Prizes include a flight over Antarctica and an astronomical telescope. Entry forms are available from outlets such as the ABC Shop and the Australian Antarctic Division, and all entries close on August 31, 1999.

SCIENCE WEEK

Although a Tasmanian Polar Network display explaining Tasmanian businesses' roles in Antarctic science was not prepared for inclusion in the University's Science Expo, several TPN members participated in different events throughout Hobart. Most notable was Antarctic Adventure, which hosted the presentation of the Faculty of Science and Engineering Awards; Professor Mike Stoddart's lecture "Antarctica as a Barometer of the World's Health", and offered discounts to any visitors who mentioned Science Week.

POLAR NEWS

SNOW DRAGON VISIT

The Chinese ice-breaker, Snow Dragon, called into Hobart for a four day visit in early March. The ship had been based at Zhongshan Station in Antarctica since October 1998 and had not visited the state since 1994. The crew and scientists were hosted by the State Government at a reception at Parliament House in March 4, and the Tasmanian Polar Network, in conjunction with John White MLC, provided the Chinese visitors with a barbecue on March 6 at John's holiday retreat.

JAPANESE WHALING

Japan is again calling for commercial whaling to be reopened in Antarctic waters. A motion asking the International Whaling Commission to abolish the Southern Ocean Sanctuary has been tabled for consideration at the next IWC meeting. In contrast, Australia will push for a ban on whaling in the South Pacific in order to further protect the remaining populations of endangered whale species.

MARITIME MOVE

The Maritime Museum has recently been re-housed in the Carnegie Building in Argyle Street, Hobart, thanks to the generosity of the Hobart City Council. Although the collection, which includes Antarctic and Southern Ocean artifacts, is still without a permanent residence, its site close to the waterfront makes it one of the growing group of Antarctic and maritime-related commercial attractions surrounding Sullivan's Cove.

ANTARCTIC SEAL-LIFE

1. Marine biologist Randall Davis of Texas A&M University has strapped tiny video recorders and data recorders to Weddell seals in order to study their behaviour in water below Antarctic ice

shelves. Early reports show seals are capable of 300 m deep dives and can hold their breaths for 20 minutes before returning to their original air hole in the ice, although these are only 1.3 m wide and can be up to 3.2 km away. Seals' blood and muscles have 3-5 times more oxygen-carrying capacity than humans, which enable them to survive longer dives, and it seems it is their exceptional eyesight, not the use of sound, which enables them to hunt their prey in the dimly lit water under the ice.

2. In February this year University of Tasmania zoologist Mark Hindell discovered a tagged juvenile elephant seal on a remote sub-Antarctic island called Peter Island. Although the seal had been tagged on Macquarie Island in November 1997, it had swum 5000 kms to reach the tiny island south of South America. The long journey made by the seal suggests the possibility of genetic mixing, which could contradict the previous theory of three distinct populations of elephant seals in southern waters.

3. British Antarctic Survey reports that the increase in numbers of fur seals in Antarctica is causing major environmental problems in the entire chain of islands that lead from South Georgia. Islands which once saw one or two seals a year are now hosting thousands of seals which are turning grassy areas into mud and polluting freshwater lakes with excrement and moulted skins. Fur seals became a protected species in 1972 when numbers were low, but BAS is planning to downgrade their status so that numbers can be controlled and the islands' ecosystems are not irreparably damaged.

ANTHEA'S WORD

It was very encouraging to receive some prompt re-subscriptions to ICE BREAKER, as well as welcome several new subscribers. The number of Antarctic activities based in Hobart seems to be increasing every year, and ICE BREAKER hopes to play a continuing role in publicising them.

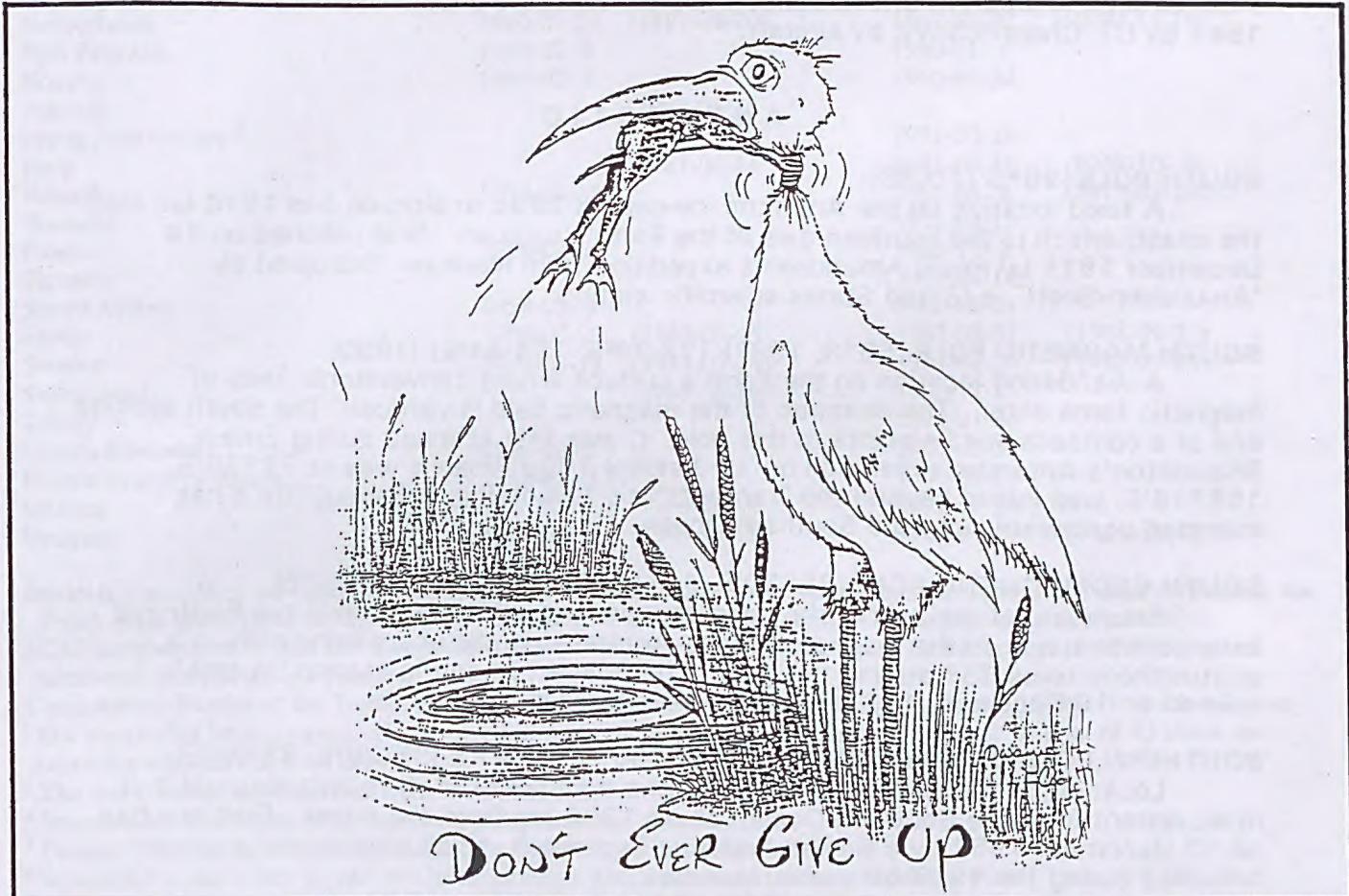
SPRI - CAMBRIDGE

In March this year, the ICE BREAKER team visited several of the polar institutes in Europe and the UK. Two of the institutes visited were the Alfred Wegener Institute for Polar and Marine Research (AWI) in Bremerhaven, Germany, and the Scott Polar Research Institute (SPRI) in Cambridge, England.

Scott Polar Research Institute is a "gold mine" of information and polar references and holds one of the largest libraries of Arctic and Antarctic related publications in the world. The collection has been developing since the 1920s and contains over 1000 current journals, 25,000 books and 40,000 pamphlets. Sited within a department of the University of Cambridge, the library is consulted by governments, industry, scientists and scholars, and receives several hundred visitors every year, many from overseas.

During our visit there, the Institute expressed a keen interest in the Tasmanian Polar Network and asked to be kept updated with the Network's activities. They also want to obtain the full collection of ICE BREAKER magazine to add to their library as part of their researcher's references.

Our host on this visit was the Institute's Archivist Robert K. Headland who, before we left, supplied us with information sheets detailing the 'Terrestrial Poles' and the 'SCAR Treaty Members' for inclusion in ICE BREAKER magazine. Also, in order to lift the spirits of any reader suffering from hard times, he offered us the inspiring cartoon that we have included below.



TERRESTRIAL POLES

Four corresponding poles may be defined in the Arctic and in the Antarctic. The geographic pair are fixed and conjugate by definition; those of inaccessibility are defined by geography; the geomagnetic one wander slightly, depending mainly on solar effects; and the magnetic poles are in comparatively rapid movement proceeding many kilometres annually.

ARCTIC

NORTH POLE 90°N [100°N]

A fixed location on the surface of the Arctic Ocean which is the northern axis of the Earth's rotation. First seen on 12 May 1926 from the airship *Norge*.

NORTH MAGNETIC POLE 78°30'N, 104°10'W [87·22°N, 115·74°W] (1996)

A wandering location on the Earth's surface where conventional lines of magnetic force exit. The magnetic field is vertical. The north seeking end of a compass needle points to this pole. It was first measured by Captain James Ross on 1 June 1831 when it was on the Boothia Peninsula, a region with Eskimo inhabitants, and has subsequently migrated northwards to near Rolf Ringnes Island.

NORTH GEOMAGNETIC POLE 78°30'N, 69°00'W [87·22°N, 76·67°W]

North end of the axis of the geomagnetic field which surrounds the Earth and extends into space as the magnetosphere. Situated over north-west Greenland, a region with Eskimo inhabitants. Aurora Borealis occur principally in a stratospheric torus 23° around this pole.

NORTHERN POLE OF INACCESSIBILITY 84°03'N, 174°51'W [93·39°N, 194·28°W]

Location on the surface of the Arctic Ocean which is most distant from land; the most difficult location to attain, about 1100 km from the coast. First reached on 8 April 1941 by I. I. Cherevichnyy, by aircraft.

ANTARCTIC

SOUTH POLE 90°S [100°S]

A fixed location on the Antarctic ice-cap (at 2835 m altitude and 1270 km from the coast) which is the southern axis of the Earth's rotation. First reached on 14 December 1911 by Roald Amundsen's expedition from Norway. Occupied by 'Amundsen-Scott', a United States scientific station.

SOUTH MAGNETIC POLE 65°S, 139°E [72·22°S, 154·44°E] (1990)

A wandering location on the Earth's surface where conventional lines of magnetic force enter. The direction of the magnetic field is vertical. The south seeking end of a compass needle points to this pole. It was first attained during Ernest Shackleton's Antarctic expedition on 16 January 1909 when it was at 72°25'S, 155°16'E, well inland beyond the Transantarctic Mountains; subsequently it has migrated northwards into the Southern Ocean.

SOUTH GEOMAGNETIC POLE 78°30'S, 111°00'E [87·22°S, 122·22°E]

South end of the axis of the geomagnetic field which surrounds the Earth and extends into space as the magnetosphere. Aurora Australis occur principally in a stratospheric torus 23° around this pole. The Russian scientific station 'Vostok', opened on 16 December 1957, (3488 m altitude) is in the vicinity.

SOUTHERN POLE OF INACCESSIBILITY 85°50'S, 65°47'E [95·39°S, 73·09°E]

Location on the surface of the Antarctic continent (3719 m altitude) which is most distant from the Southern Ocean, about 1330 km from the coast. First reached on 13 December 1958 by a Soviet Antarctic Expedition which established a station occupied during the 1958-59 austral summer.

[R. K. Headland, 29 June 1998]

SCIENTIFIC COMMITTEE ON ANTARCTIC RESEARCH and the ANTARCTIC TREATY

SCAR, a part of the International Council for Science, was established on 3 February 1958. The Treaty was made on 1 December 1959 and came into force on 23 June 1961.

Members and Adherents (in alphabetical order)

	<i>SCAR</i>	<i>Antarctic Treaty</i>
	<i>Full</i>	<i>Associate</i>
ARGENTINA	1958-02- 3	1961-06-23
AUSTRALIA	1958-02- 3	1961-06-23
Austria		1987-08-25
BELGIUM	1958-02- 3	1960-07-26
Brasil	1984-10- 1	1975-05-16 (1983-09-12)
Bulgaria		1978-09-11 (1998-05-25)
Canada	1998-07-27 (1994-09- 5)	1988-05- 4
CHILE	1958-02- 3	1961-06-23
China, Peoples' Republic	1986-06-23	1983-06- 8 (1985-10- 7)
Colombia ⁵		1989-01-31
Cuba		1984-08-16
Czech Republic ⁴		1962-06-14
Denmark		1965-05-20
Ecuador	1992-06-15 (1988-09-12)	1987-09-15 (1990-11-19)
Estonia		1992-06-15
Finland	1990-07-23 (1988-07- 1)	1984-05-15 (1989-10- 9)
FRANCE	1958-03- 3	1960-09-16
Germany BRD ¹	1978-05-22	1979-02- 5 (1981-03- 3)
Germany DDR ¹	1981-09- 9	1974-11-19 (1987-10- 5)
Greece		1987-01- 8
Guatemala		1991-07-31
Hungary		1984-01-27
India	1984-10- 1	1983-08-19 (1983-09-12)
Italy	1988-09-12 (1987-05-19)	1981-03-18 (1987-10- 5)
JAPAN	1958-02- 3	1960-08- 4
Korea (Pyongyang)		1987-01-21
Korea (Seoul)	1990-07-23 (1987-12- 8)	1986-11-28 (1989-10- 9)
Netherlands	1990-07-23 (1987-05-20)	1967-03-30 (1990-11-19)
NEW ZEALAND	1958-02- 3	1960-11- 1
NORWAY	1958-02- 3	1960-08-24
Pakistan		1992-06-15
Papua New Guinea ²		1981-03-16
Peru		1981-04-10 (1989-10- 9)
Poland	1978-05-22	1961-06- 8 (1977-07-29)
Romania		1971-09-15
Russia ³	1958-02- 3	1960-11- 2
Slovakia ⁴		1962-06-14
SOUTH AFRICA	1958-02- 3	1960-06-21
Spain	1990-07-23 (1987-01-15)	1982-03-31 (1988-09-21)
Sweden	1988-09-12 (1987-03-24)	1984-04-24 (1988-09-21)
Switzerland		1987-06-16
Turkey		1990-11-15
UNITED KINGDOM	1958-02- 3	1996-01-24
UNITED STATES OF AMERICA	1958-02- 3	1960-05-31
Ukraine		1960-08-18
Uruguay	1988-09-12 (1987-07-29)	1992-10-28 (1980-01-11) (1985-10- 7)

ORIGINAL SIGNATORIES AND MEMBERS; the 12 states which made the Treaty and formed the Committee, are CAPITALIZED; the Treaty dates given these are those of the deposition of instruments of ratification, approval, or acceptance.

SCAR members are 26 Full and 6 Associate; the dates in brackets for some recent Full Members are those of prior admission as an Associate Member.

Consultative Parties of the Treaty; 27 states (**emboldened**), the 12 original signatories and 15 others which achieved this status after becoming actively involved in Antarctic research (with dates in brackets). A total of 43 states are currently adherents to the Treaty.

¹ The two German states unified from 3 October 1990.

² Succeeded to the Treaty after becoming independent of Australia.

³ Formerly the Soviet Union, represented by Russia from December 1991.

⁴ Succeeded to the Treaty as part of Czechoslovakia which separated into two republics from 1 January 1993.

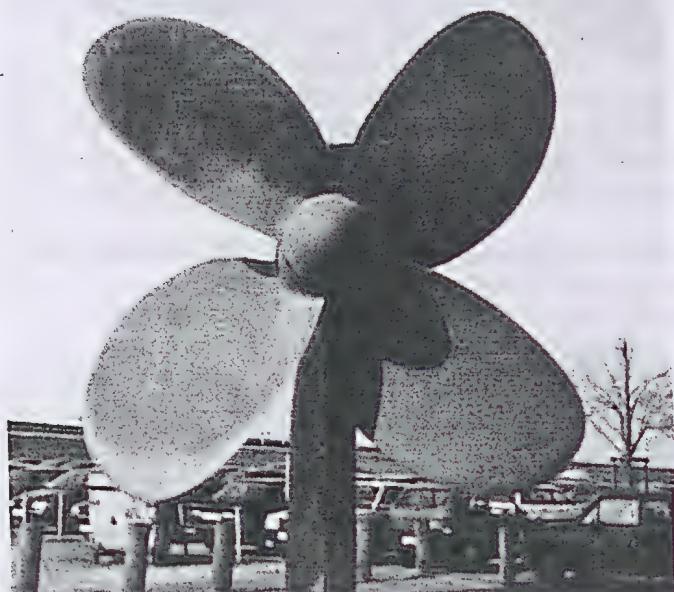
⁵ Colombia became an Associate Member of SCAR on 23 July 1990 but withdrew on 3 July 1995.

BREMERHAVEN

Bremerhaven, along with the nearby Cuxhaven, and Willemshaven across the inlet, was famous foremost in the 1940's for its submarine pens and the part that it played in defending German shipping during the war years. Today, Bremerhaven is still an active port but is now famous for the Alfred Wegener Institute of Polar Research and the Germany Ship Museum. (Deutsches Schifffahrts museum)

To call Deutsches Schifffahrtsmuseum a "museum" is right. But what a museum! This "museum" experience begins the moment that you enter Bremerhaven. Everywhere emits the sense of the seafaring nature of the town. Sculptures of Columbus and other famous seafarers, model boats in shop windows, old sea trunks , glassware and medallions in hotel passages and foyers are all a constant reminder of the heritage of Bremerhaven.

From the town centre, a walk of one or two hundred metres to the waterfront leads to an array of shipping, both sail and steam, including naval ships, traders and polar research and exploration ships. The pedestrian ways around this wharf area are adorned with maritime relics such as anchors, buoys set on end into concrete plinths and kept freshly painted according to their original colourings, or giant ships propellers mounted on pedestals.



All of these displays lead visitors toward the famous ship museum. Interiors of restaurants reflect the nautical imagery as does much of the architecture. From some angles there is no doubt that the Alfred Wegener Institute for Polar and Marine Research building has a ship like appearance. But it is within the ship museum itself that marine life, engineering, and polar research come together to form a complete unity.

More than 500 models of sailing boats and about as many models of steam ships and submarines set the scene. Many are housed in glass or acrylic cases with a walk round area on all sides. Others are set behind clear polycarbonate barriers, easy to see but unreachable by small children.

In addition to the models many hundreds of photographs and paintings explain the history of the marine involvement, and artifacts and relics collected from marine archeological expeditions are not only laid out to view, but their part in shipbuilding or life at sea is fully explained in diagram, graphics and word.

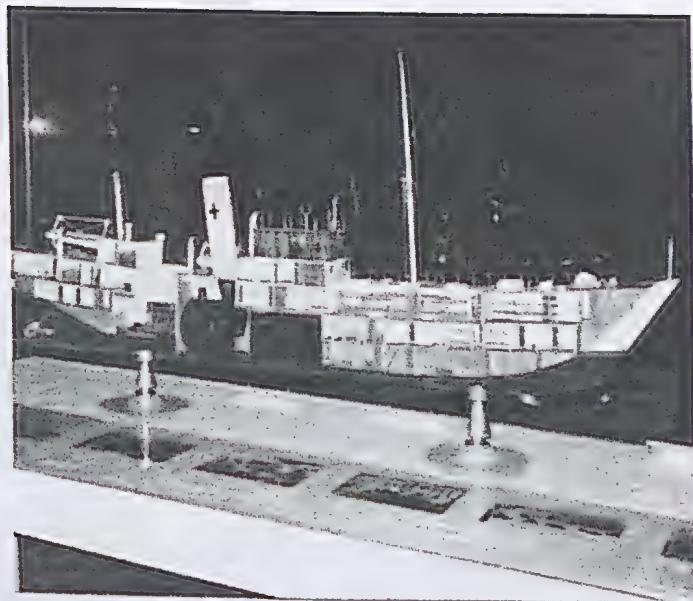
Finally the full scale boats and ships. The entire middle section of a paddle steamer is accessible from all sides and on all decks. The kitchen is visible through a clear partition, and in the engine room you can learn about the stoking, de-ashing, cleaning, and operating of the engine. On the top deck you can experience the typical idea of the luxury of the day. Then underneath the ship one can learn about the construction and design of the hull. The flick of a switch will set the paddle wheels slowly turning so that the connecting rods swing the paddle blades into the right position for best forward motion with each rotation.

If your preference is for submarines there is the two-man submarine complete with a real torpedo on one side, and with cutaway sections on the other showing battery compartments, the two-man positions and their controls, and the engine compartment. This is complimented with photographs and diagrams as well as short plaques of text. Outside, a ticket to the ship museum gains you entrance to the floating U-boat.

Real ships and sailing boats are dry berthed both inside and outside the museum, each with a descriptive plaque, most with photo's and drawings or diagrams. Inside there are full rigged luggers with sails up, an entire gallery full of famous yachts, a loft full of rowing sculls and kayaks from the most modern, and dating back to Eskimo skin covered boats and hollowed log canoes.



Several displays on split levels explain the related underwater activities of the boats on the surface such as the various old and modern methods of fishing, whaling and dredging. Where the underside of the display forms an important part, the display is under set with a full mirrored surface



At several points throughout the museum comfortable seating is arranged, sometimes in front of video consoles which are push button operated, sometimes with a view over the live display of real ships in the docks outside. The video units are programmed to increase the understanding of the nearby displays while at the same time they allow patrons to rest their feet for the duration of the presentation.

One of the focal points of the museum is the restoration tank two stories high containing the salvaged remains of an Hanseatic Cog built in Bremen in 1380. This feature, in the early stages of saturation with chemicals to preserve it, was lit to make it visible through windows and was viewed in an eerie green light when seen 12 years ago. Today the preservation is nearing completion and the tank is black and smells of tanning sheep skin!

The souvenir shop is in the foyer and contains a wide range of items including books, photographs, maps, models, brochures, toys, replicas, and small trinkets, all made in Germany, mostly made in Bremerhaven or nearby Bremen.

And the cost to visit this amazing museum?
6.00 DM for adults approx. \$5.50 Australian.
2.50 DM for children approx. \$2.30 Australian.



AWI

The Alfred Wegener Institute for Polar and Marine Research is situated close to the wharf area on Columbusstrasse in Bremerhaven within sight of the ship museum. It was established in 1980 and named after Alfred Wegener (1880-1930), the geophysicist and polar researcher who achieved worldwide renown with his 'continental drift' hypothesis.

The Institute Foundation promotes both polar and marine research through its own research work in Arctic, Antarctic and temperate latitudes. It also co-ordinates polar research in Germany and provides the equipment and logistics required for polar expeditions.

Today, the Foundation comprises not only the AWI in Bremerhaven but also the AWI Research Unit in Potsdam, the Helgoland Biological Institute (BAH), the Marine Research Station on Helgoland and the Wadden Sea Station in List/Sylt. In 1998 the Foundation had a total budget of more than DM 135 million (Approx. \$A122 million) and employed 680 people.

The physics research conducted by AWI is focused on the ocean-ice-atmosphere system and its importance for the world climate. With the help of measurement campaigns and model simulations, research is conducted into the exchange processes in the polar seas, the currents in the Arctic and Antarctic oceans, and into the structure, mass balance and dynamics of shelf and inland ice.

Other research activities concern the marine ecosystems of the polar regions and the temperate zones. Marine biologists and chemists are studying the ecology and ecophysiology of individual species and genera, the structure and development of marine communities under extreme conditions, ecological interrelations and processes, and the chemistry and biochemistry of marine and atmospheric trace substances.

The most important instrument in German polar research is the 'Polarstern', an ice-breaking polar research and supply vessel. This ship is equipped for multipurpose use to enable scientists from different fields to carry out a cross mix of research at sea at the same time.

The 118m long 'Polarstern' has a gross weight of 17,300 tons and is equipped with four diesel engines capable of generating up to 20,000 HP. This enables the ship to break through sea-ice of up to 1.5m thick at a constant speed of around 5.5 knots. Thicker ice can be overcome by ramming. With an average crew of 42 and working facilities for up to 50 scientists, the ship still has spare berths available for passengers in transit to Antarctic stations or for expeditions to the Antarctic ice shelves or islands.

The Alfred Wegener Institute is not a one ship operation and uses its other four ships for research work in the North Sea, the Atlantic Ocean and other sea areas in temperate latitudes.

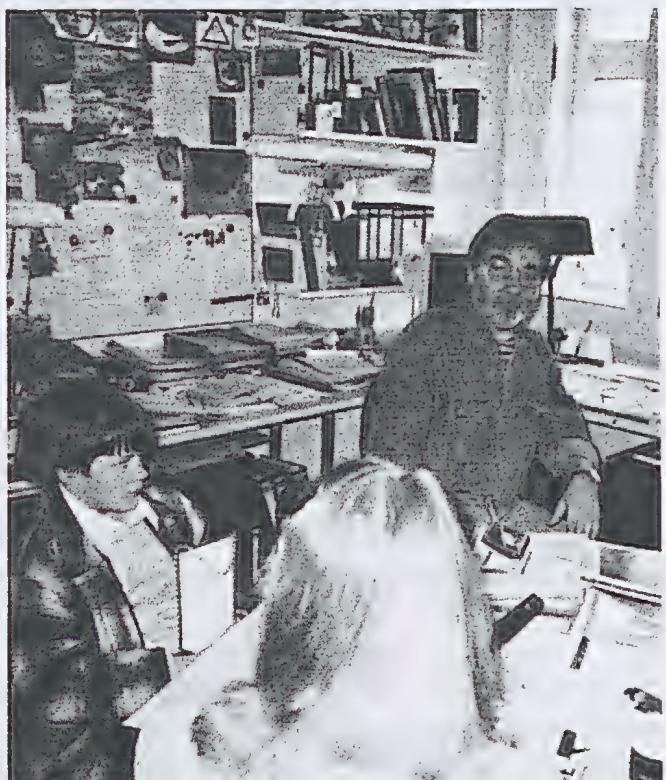
In addition to the research vessels and aircraft, the Institute operates several polar stations including Neumayer Station on the Ekstrom Ice Shelf, where Meteorology, Geophysics, and Air chemistry are studied; the Dallmann Laboratory on King George Island, where biologists and earth scientists carry out studies on the composition and stability of algal and animal communities; and Koldewey Station on the west coast of Spitsbergen (Svalbard), used for biology, chemistry, geophysics, and atmospheric physics.

Like the Australian Antarctic Division, the Institute also utilises temporary summer bases which it moves as the location is finished with or

the type of research changes. (A third station in Antarctica, the Filchner Summer Station, was destroyed at the end of last year when the Filchner-Ronne Ice Shelf, the largest ice shelf in Antarctica, broke up splitting the station apart.)

Because of the location of Germany's Antarctic bases, the 'Polarstern' usually operates via South Africa or Argentina with the support of two polar research aircraft. However, though this might be seen as a limitation to Tasmania's involvement with the supply and re-supply of the German expeditions, the AWI has purchased, and continues to purchase goods from Tasmania for its expeditions to Antarctica. (One example of this is that over the past 12 years the Institute has purchased 13 of the Tasmanian made 'Igloo Satellite Cabins' at a cost of more than a quarter of a million dollars. All to the benefit of Tasmania.)

MW



Norbert Müller in his office at AWI discussing the Institute's operations with visitors from overseas.

POLAR BUSINESS OPPORTUNITIES

TASMANIAN INNOVATIONS PROGRAM

Delivered by Business Tasmania, a division of the Department of State Development, this program is designed to financially assist small to medium sized firms (with an annual turnover of less than \$5 million) to commercialise innovative new products. For further details contact Business Tasmania:

Telephone: (03) 6233 5577
 E-mail : innovations@dsd.tas.gov.au
 Website : <http://www.dsd.tas.gov.au/ist>

R&D CONCESSIONS

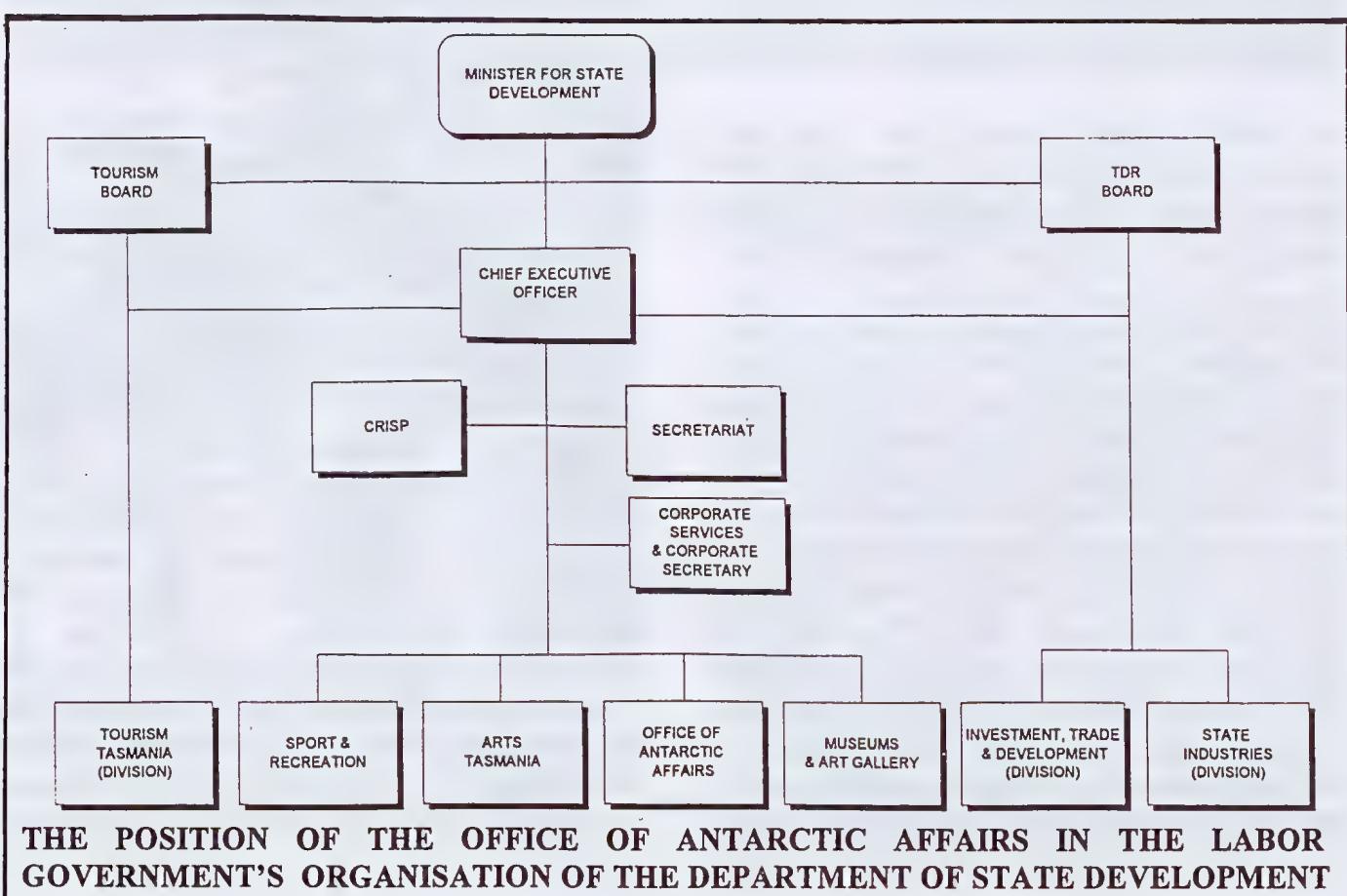
For information on the latest changes for Ausindustry's R&D Concessions (i.e. tax deductions of up to 125% of qualifying expenditure incurred on eligible R&D activities):

Telephone: (02) 6213 7696
 E-mail : R&DTAXCON@isr.gov.au
 Website : www.ausindustry.gov.au
 (under "What's new")

GOVT. PROCUREMENT FORUMS

In April this year, forums were held to outline changes to the Tasmanian Government's Procurement Policies to enhance opportunities for Tasmanian businesses to compete for government business; outline the future directions of procurement reform, and provide an overview of the role of government and other organisations assisting local firms.

There were speakers from the Dept. of Treasury and Finance, the Dept. of Health & Human Services, the Dept. of State Development, the Tas. Chamber of Commerce and Industry and the Industrial Supplies Office. The information given included changes being made to the Handbook of Govt. Procurement and the production of an updated list of Procurement Officers available for discussions with suppliers. Emphasis was also placed on providing product/service information to the ISO for inclusion on their database which is used to match suppliers with buyers.



ISCORD 2000 UPDATE

As mentioned in the last edition of ICE BREAKER one of the world's biggest engineering conferences is due to be held in Hobart, Tasmania from the 31st January 2000 until the 6th February 2000. The conference is being sponsored by the International Association for Cold Region Development and the Tasmanian Government..

The Hobart conference is the sixth international meeting of this group with all others being held in major Northern Hemisphere cities. The conference known as ISCORD/2000 is the first time this meeting will be held in the Southern Hemisphere.

Eminent engineers and researchers from at least 13 countries have signified their willingness to attend, bringing to Australia leading edge technology in a range of engineering and related fields. Examples of some of the subjects that will be discussed are;

- Using river and ocean tidal flow for power generation
- Physical and biological mechanisms for recognition of diesel contaminated soils
- Environmentally friendly low cost approaches to the refrigeration of perishables during transportation
- Large scale wind energy integration to power supply grids and
- The concept development, design process, logistic limitations and construction challenges of re-building a major scientific base at the South Pole.

To date in excess of 60 papers have been received covering a wide range of subjects as varied as growing small fruits in Tierra del Fuego to improving the frost resistant properties of concrete.

Because of the wide range of subjects covered and the eminence of participants, this conference has relevance to all researchers involved in cold climate research. It will provide information in areas that are not commonly available and will allow Australians to build extensive international networks with like-minded people.

Details of the conference and a preliminary application form for attendance or the presentation of a paper are available on the World Wide Web at: www.antcrc.utas.edu.au/iscord. TH

EXHIBITION UPDATE

The commercial exhibition that is to be held at the symposium venue, the 'Hotel Grand Chancellor' on Davey Street in Hobart is being organised by Mures Convention Management. The exhibition will run for the first 2½ days of the symposium.

Exhibition booths with backing and side panels are available for \$1500 each and include a front facia board announcing the name of each exhibitor. According to the organisers, the side and backing boards are covered in a heavy duty grey material suitable for "Velcro" attachments and are supported in aluminium frames. Each allotted space measures 2.4 metres deep by 3 metres wide and can be fitted out for phone, electricity, or computer terminal upon request.

With around 200 representatives from 12 different countries expected to attend the conference, the opportunity to access these people and to demonstrate products and services to them for as little as \$7 - 50 per person is too good an opportunity to be missed. Contact:- Mures Convention Management. MW

POLAR NEWS

BERNACCHI LODGE SAVED

Due to be demolished five years after it was last used for Antarctic training, Bernacchi Lodge in the Central Highlands has now been taken over by the State Government and will be managed by the local Parks and Wildlife Service. The Lodge was built in 1980 and leased by the HEC to the Australian Antarctic Division on the condition the land was rehabilitated when the Lodge had outlived its usefulness.

Despite protests and expressions of interest in using the building for fishing, tourism and educational groups, demolition was begun in March and only halted when the Federal Government allowed the State Government to assume responsibility for its potential redevelopment.

MORE PORT POTENTIAL

Hobart Ports Corporation is pressing Hobart's case to cruise ship companies to win a summer home-port vessel which could result in cruises around Tasmania, to New Zealand and possibly Macquarie Island and the Antarctic. Having a vessel based in the port would increase the need for additional terminal facilities, which have long been called for but are again on hold following the failed Oceanport redevelopment.

A newly formed committee has been established by the State Government, Hobart City Council and HPC to consider multi-purpose commercial developments of the Princes Wharf site and a report outlining permitted uses of the location will be completed by August 1, 1999. Whether or not the HPC succeeds in its home-port bid, it is hoped that improved terminal facilities are included as a major part of any redevelopment accepted by the committee.

AURORA AUSTRALIS ACTIVITIES

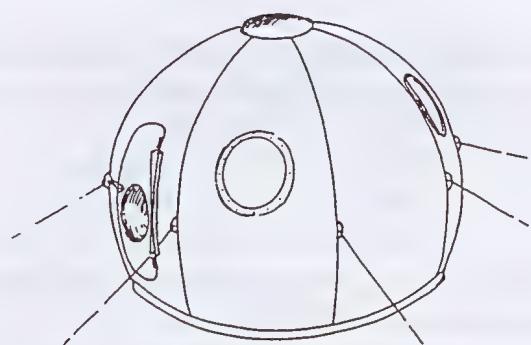
- Australia's only Antarctic ship returned to Hobart on April 21 after a final 44-day voyage to resupply bases for the winter and bring home scientists and support staff, some of whom had spent the last 18 months in Antarctica.
- Delays during the summer season meant some research programs were unable to be re-scheduled during the 1998-99 season and every effort is being made to include them in the forthcoming season.
- The first voyage for the new season will start on July 16, 1999, when Aurora Australis will visit the Mertz Glacier to study coastal polynya, the ice-bound areas of ocean which strong off-shore winds keep free of ice, thus allowing the deep ocean to breathe.
- During last season's voyages, the ship's crew and scientists also organised activities which raised \$16,000 for Camp quality, and this amount was generously boosted by \$2000 from P&O Polar's General Manager, Gary Prosser.
- The Australian Antarctic Division has put out a 3 year tender for shipping requirements from July 2000 and is currently examining the applications. Consideration of supplementing shipping needs by resupplying goods and personnel via a Hobart-Antarctica air link is now playing an important part in determining future activities.

ISSUE 6 POLAR CROSSWORD ANSWERS

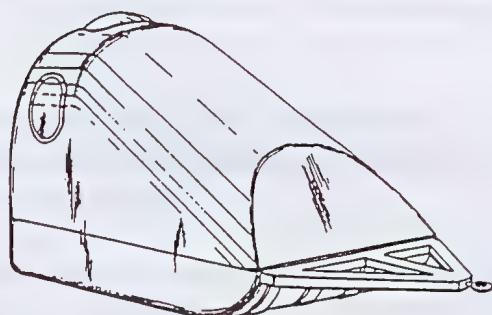
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8.Gale 9.Excel 10.Iced 12.Auks 15.Penguin
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11.Empty 13.Skuas 14.Eggs.

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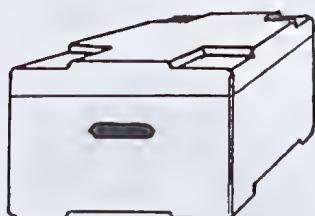
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POLAR PUBLICATIONS

BOOKS:

‘ANTARCTIC OASIS: Under the Spell of South Georgia’ by Tim & Pauline Carr. Published by W.W. Norton & Company. Price: \$85.

Written by the curators of the Whaling Museum at Grytviken, South Georgia, this book documents in words and photographs their 5 years of sailing and living on board “Curlew”, a 100- year-old boat, as it explores sub-Antarctic waters.

‘ANTARCTIC MOUNTAINEERING CHRONOLOGY’ compiled and published privately by Damien Gildea. Price available from the author. Fax: (02) 4821 2106, e-mail dageogil@tpgi.com.au

This A4 book has over 100 pages, a series of colour illustrations and more than 1000 individual entries with concise details of virtually all peaks climbed throughout Antarctica.

‘THE ENDURANCE: SHACKELTON’S LEGENDARY ANTARCTIC EXPEDITION’ by Caroline Alexander. Published by Bloomsbury. Price \$39.95.

Enhanced by Frank Hurley’s photographs, some previously unpublished, this new book captures the drama of the ill-fated Endurance voyage and the survival and rescue of its crew after being stranded on Elephant Island.

ANTARCTIC ACRONYMS

AWS - Automatic Weather Station.

DDU - Dumont-d’Urville Base.

EPICA - European Programme for Ice-Coring in Antarctica.

FISH - Ferronia International Shipping.

IMAGES - International Marine Global Change Study.

WOCE - World Ocean Circulation Experiment.

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POLAR CALENDAR

28	June	1999-	IGARSS'99. International Geoscience and Remote Sensing Symposium.
2	July	1999	Hamburg, Germany. E-mail: tstein@phoenix.net
29	June	1999	POLAR SUPPLIERS EXPO. Australian Antarctic Division, Kingston, Tas. 10.00 am - 4.00 pm. In-house Trade Show.
5-9	July	1999	SCAR VIII. International Symposium on Antarctic Earth Sciences. E-mail: ISAES@gns.cri.nz
16	July	1999	TPN Meeting. 11.00 am. Venue to be announced.
31	July	1999	Antarctic Air Link Scoping Study submitted to the Federal Govt.
14	August	1999	Marine Discovery Centre Open Day to celebrate the 20th Anniversary of the opening of the centre. Jetty Road, Woodbridge, Tas.
20-24	August	1999	Nordic Field Symposium: Limits and Changes in Permafrost and Periglacial Environments. Kevo Subarctic Research Station, Finland. E-mail: mattisepala@helsinki.fi
31	August	1999	Entries close for the Aurora "Southern Lights" Photographic Competition.
7-8	September	1999	International Conference on the Deformation of Glacial Materials. London, UK. E-mail: byh@aber.ac.uk
20-24	September	1999	COMNAP Meeting. Goa, India.
26-30	September	1999	International Geographical Union Conference - Periglacial Environments: Past, Present and Future. Lodz, Poland. E-mail: czwart@krysia.uin.lodz.pl
25	October	1999-	CCAMLR Meetings. Hobart, Tas.
5	November	1999	
31	January	2000-	ISCORD 2000. INTERNATIONAL SYMPOSIUM ON COLD REGION DEVELOPMENT. HOBART, TAS. Details and Newsletter on the following website: www.antcrc.utas.edu.au/iscord
6	February	2000	

Shipping Calendar Information (see Back Page) is also available on:-

<http://www.antdiv.gov.au/southbound/schedules/> and www.hpc.com.au





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THE BACK PAGE

ANTARCTIC AND SOUTHERN OCEAN SHIPPING CALENDAR

14	July	1999	AURORA AUSTRALIS V1	Departs Hobart for Port Arthur.
15-16	July	1999	AURORA AUSTRALIS V1	Port Arthur.
17-18	July	1999	AURORA AUSTRALIS V1	Marine Science.
24 31	July August	1999- 1999	AURORA AUSTRALIS V1	Polynya Study.
6	September	1999	AURORA AUSTRALIS V1	Arrives Hobart.
4	October	1999	AURORA AUSTRALIS V1	Departs Hobart.
17-21	October	1999	AURORA AUSTRALIS V1	Davis Base.
26-28	October	1999	AURORA AUSTRALIS V1	Mawson Base.
10	November	1999	AURORA AUSTRALIS V1	Arrives Hobart.
10	November	1999	SHIP 1 T.B.A. V2.1	Departs Hobart for Casey Base.
12	November	1999	AURORA AUSTRALIS V4	Departs Hobart for Marine Science.
17	November	1999	SHIP 2 T.B.A. V3	Departs Hobart for Macquarie Island.
18-23	November	1999	SHIP 1 T.B.A. V2.1	Casey Base.
18 12	November December	1999- 1999	AURORA AUSTRALIS V4	Seal Survey.
21-26	November	1999	SHIP 2 T.B.A. V3	Macquarie Island.
31	November	1999	SHIP 2 T.B.A. V3	Arrives Hobart.
1	December	1999	SHIP 1 T.B.A. V2.1	Arrives Hobart.
12-17	December	1999	AURORA AUSTRALIS V4	Mawson Base.
21	December	1999	CRYSTAL SYMPHONY	Arrives Hobart from Melbourne, departs for NZ.
22-23	December	1999	AURORA AUSTRALIS V4	Davis Base.

TPN Chairman's Message

Over recent months some things have started to happen which are very important to the future activities of the TPN and our state of Tasmania.

The first of these is the preparation of a joint submission on the Antarctic Airlink to the Federal Government Taskforce investigating the viability etc. of an Airlink to support Australia's Antarctic based activities. Importantly the Taskforce is also considering options for the basing of the service should it go ahead. The TPN submission has been prepared in association with the State Government. We must not underrate the pivotal importance of the Airlink to our State nor should we assume it would be based in Hobart if it proceeds as there are other candidates for it and these places/people will recognise Hobart's natural and logistical advantages and seek to match or even exceed them in lobbying the Federal Government. We must see this as a competitive process and not fall into the trap of thinking Hobart 'has it in the bag'. We have not, I am absolutely certain. I met the Premier on behalf on the TPN on 24/5/99 and urged him to join us in pressing home Hobart's advantages to ensure we do win the Airlink Base if it proceeds. He assured me that his Government does recognise the importance of the opportunity and that concerted resources are being focused on its advancement. All TPN members, whether commercially or scientifically focused, stand to benefit significantly from the Airlink being based in Hobart and I urge everyone to recognise that we are now in a time of critical importance in this respect and to do anything in their power to advance Tasmania's case. As Chairman of the TPN I have written recently to all our Senators drawing the situation to their attention and urging them to support and lobby for their state. I have received several positive pledges in response.

The second significant event to which I draw your attention is Dr Tony Press' willing opening up of the AAD to TPN members for the conducting of an 'in house' Expo of the products and services which we can provide on 29/6/99. This is a great opportunity especially for the commercially focused members of the TPN to advance their business prospects in Antarctica. I believe the Wallheads have shown us the way here by developing their market over many countries, not just AAD, by recognising the close knit nature of the international Antarctic Community/Market and networking within it. I urge all TPN Members to make the effort to participate fully in the Expo and respond positively to the recent call for Expressions of Interest.

Finally I again wish to encourage all TPN Members to recognise the very significant opportunities we have before us as a State at this very time. **IF** the Airlink goes ahead and **IF** it is based in Hobart, we will have a unique opportunity to attract the attention and trade of several other Countries as they 'pass through' Hobart. We will be able to woo their attention to our State's capabilities across all of the conceivable fields of Science, Education and Commerce in which we operate or could extend to operate. To use the vernacular, this is **HUGE** and we must awake to it as a State and as the TPN. I see no reason why we cannot over time attract the support shipping of these many countries to Hobart and together with it their logistical support, maintenance and repairs etc. We have a very capable pool of people and facilities and we would need to put it out in the view of these people as they 'pass through' Hobart as the Airlink Base. The future role of the TPN here is clear but first we must win the Airlink for Hobart. I personally have not ever seen such an opportunity in which I find myself on the Team which holds the Aces. We must look at our cards and play them carefully and strategically to win the game called the "Airlink" for our State. I solemnly urge all TPN Members to recognise and respond as they are able to the challenge before us.

Bill Lawson. Chairman, TPN. 31/5/1999



